rendered this happy suggestion impossible. Cumulative results of restrictive regulations are far from Maritime expectations. As members of the great Canadian family, our expectations were very different from the realization.

For years, when complaints of isolation and geographical handicaps were registered, we were told that our economic survival rested in our use of the seas, that water-borne traffic was the answer to our hopes of prosperity and commercial advancement. As early as 1912 a treaty having this in view was negotiated with the British West Indies. In the preamble to the joint enabling legislation which followed there was a statement to the effect that the purpose of the treaty was to promote mutual trade relations and improve communications between the parties to the agreement. The Act was modified or extended from time to time and proved of material service, but it has been rendered abortive by recent currency restrictions and the direction of trade through unnatural channels.

The West Indies, Jamaica, Trinidad, British Guiana and the Barbadoes, where for so many years the staple food of the citizens was Canadian flour and fish, have been closed to the Maritime fisheries. Former world markets are similarly inaccessible. New Zealand, the Fiji Islands and Australia are not open to competition. Norwegian packers are presently selling 500,000 cases in Australia, a market formerly enjoyed in large measure by Canadian shippers. In the Melbourne *Herald* of May 17, 1952, the following news item appears—I quote:

> London, Fri. Britain has concluded a £1 million food deal with Russia the Food Ministry announced today. Britain will supply Russia with canned herrings worth £800,000. Russia will supply Britain with canned salmon worth about £800,000 and about £150,000 worth of crabmeat.

Apparently negotiated trade is possible, but it does not trickle through to Maritime industry. South Africa, which offered a sound and steady market, admits a dribble of its former purchases under an import licence system. Buyers there who are anxious to purchase Canadian fish must sacrifice a large portion of their exchange to secure stocks. This is a market which after the Imperial Conference of 1932 advanced from 11,000 to 120,000 cases by the year 1940. I believe its later development was well sustained, but that is beyond my personal knowledge. That the situation will offer no improvement during the current season arises from advices that available exchange has been reduced this year by £70 million.

East Africa, including Tanganyika, Kenya Colony and Zanzibar, has been closed to Canadian products. Northern and Southern Rhodesia, British West Africa and the Northwest African coast are total blackouts. Hong Kong maintains connections with a few cases. In the Malay Peninsula and the Straits Settlements, which in the past were large purchasers; in Java, a very fair market; in Sumatra, North Borneo, and the Celebes, sources of demand are restrained by currency restrictions.

Mexico, a heavy buyer of former years, has curtailed importations. In Mexico, moreover, certain restrictions of a nuisance character are impediments to free shipment. The name of the shipper and the name of the agent must be registered. On registration a number is given which must appear on the label. In normal business it is necessary to buy in quantity lots. If changes are made in the registration number, a condition which frequently occurs, labels, become obsolete and must be destroyed. This and similar conditions are matters which can only be corrected at government level.

In the Dominican Republic sales are possible, but with an *ad valorem* duty of 60 per cent tins must be sold at a price constituting a sales resistance. It is significant at this point to note that England buys large quantities of sugar from the Dominican Republic, paying in dollars, but her purchases from the West Indies are paid for in sterling. Cuba extends a preference to the United States, rendering competitive selling by Canadian packers a price-paring process if sales are to be effected.

The United States market is practically closed, as Canadian packers must contend against a 20 per cent *ad valorem* duty with our money now selling at a premium.

Market losses represent several hundred thousand cases and are a serious blow to our fisheries. In the meantime the good-will established through years of experimental work, through advertising and trade policy is fast becoming a fading memory. In addition, millions of dollars paid out by private shipping companies, and subsidies paid by the Dominion Government, are in the category of lost investments.

On the south coast of New Brunswick the effects are keenly felt. Eastport factories, usually open by April 15, have not packed a single case this season. It is evident to anyone who stops to think that American inactivity is due to market conditions. Soft prices at the retail level is the answer. On the Canadian side of the border, the home of the sardine, factories are closed in Grand Manan, Campobello, Deer Island, Back Bay and Beaver Harbour. Connors Bros. Limited,